TRAFFIC ENGINEERING

A News Letter

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FOURTH ANNUAL MEETING

The sessions of the Fourth Annual Meeting of the Institute held in Chicago, October 4th to 6th, were exceptionally well attended both by Members and guests. Nearly one-half of the Institute Membership was present and considerable interest was displayed in the papers presented and the discussions that followed. The wide influence of the Institute was indicated by the attendance of our two Canadian Members, Mr. Wilfrid Irvin of the Toronto Transportation Commission and Mr. Arthur Gaboury, Secretary-General of the Province of Quebec Safety League. Although we regretted the absence of Mr. J. C. Wrighton, Sales Manager, Automatic Electric Company, Ltd., our English Member, he was represented by a very comprehensive paper which was read during the sessions. Mr. J. W. A. Bollong, Traffic Engineer of Seattle, had the record of travelling the greatest distance to reach the meetings.

A full transcript of the papers and discussions will be published in the Annual Proceedings of the Institute. Consideration is being given to planographing the Proceedings, in an effort to present them in an improved form. Abstracts of some of the papers will be published in American City, in the Institute's Section "Traffic Control and Facilitation".

TRAFFIC CONDITIONS IN MILAN ITALY

One of the most interesting features of the Chicago meeting was an address presented by Dr. Comm. Cesare Solari, Chief of the Municipal Police Force, Milan, Italy. In his address, which was given in connection with the Annual Dinner, Dr. Solari discussed traffic conditions in Europe, with special reference to the City of Milan. Copies of the address, which Dr. Solari had published in an attractive and well illustrated booklet, were distributed to those present and sufficient additional copies were given to the Institute for distribution to other Members.

Through the courtesy of the Podesta of Milan, Dr. Solari has also made available to the Institute a limited number of copies of the report of the Milan Traffic Survey made in 1932. Although this report is in Italian it is fully illustrated by tables, photographs and diagrams, which are very intelligible to those who do not read Italian. Either or both of these documents will be mailed to Members upon request to Secretary Simpson, as long as the supply last

ANNUAL DINNER

Following the address by Dr. Solari, Mr. Leslie Sorenson, City Engineer of Chicago, presented a very interesting discussion of the design of safety zones. As mentioned in the last issue of TRAFFIC ENGINEERING, the test of safety zone protection which it was originally planned to hold in Chicago at the time of the Annual Meeting, was postponed. It has been decided, however, that tests will be made at some future date. Mr. Sorenson is Chairman of the local committee which is developing the test procedure.

During the open forum discussion at the annual dinner, Mr. Guy Kelcey presented an interesting description of reflecting elements, and Mr. Donald McNeil opened a discussion on the subject of standardization and the extent to which the Institute might reasonably go in the matter of standardizing traffic control equipment.

ELECTION OF OFFICERS

At the Annual Business Meeting held in connection with the Dinner the President, Secretary-Treasurer and two directors were elected. Accordingly the officers for the insuing year are as follows:

President - Burton W. Marsh
Vice President - Lewis W. McIntyre *
Secretary-Treasurer - Hawley S. Simpson
Directors -
E. P. Goodrich *
Miller McClintock *
Guy Kelcey
Sidney J. Williams

*These individuals are completing a two year term which expires November 1, 1934.

AMENDMENTS TO CONSTITUTION AND BY-LAWS

In accordance with resolutions presented to the Annual Business Meeting, by the Board of Direction, amendments to the Constitution and By-Laws were enacted to accomplish the following:

a - Eliminate the disfranchisement penalty for the non-submission of papers regarding traffic

engineering subjects. The preparation of papers is now entirely voluntary although each Member is still expected and requested to preform this function of Membership.

b - Increase from four to five, the number of votes, of the Board of Direction, required to elect or expel Members.

c - Establish a Junior Membership grade opened to individuals with five years experience in engineering, one year of which shall be in traffic engineering. Four years' credit is given for graduating from an engineering college. Junior Membership automatically expires at the age of 30, unless the Junior has previously transferred to a higher grade.

d - Establish an Honorary Membership grade to which individuals who have performed notable and outstanding services in the interest of the profession of traffic engineering may become eligible, upon invitation by the Board of Direction.

Copy of the Constitution and By-Laws as revised by these amendments will be sent to all Members within a short time.

NEW MEMBERS

During the Annual Meeting, the Board of Direction voted to invite Mr. Franklin Kreml, Director of the Bureau of Accident Prevention, Police Department, Evansville, Ill., to become an Affiliate Member of the Institute. E. H. Holmes, Assistant Highway Economist, United States Bureau of Public Roads, Washington, D. C., and George W. Borton, Engineer, Highway Department, Chicago Motor Club, Chicago, Ill., were elected Associate Members; and Harold F. Hammond, Engineering Representative, Governor's Committee on Street and Highway Safety, Boston, Mass.; and D. Grant Mickle, Assistant to Traffic Engineer, State House, Boston, Mass., were elected Junior Members.

The Membership of the Institute now totals 68, divided as follows: Members 37, Associate Members 22, Junior Members 2 and Affiliate Members 7.

COMMITTEE ON TERMINOLOGY AND NOMENCLATURE

The Committee on Terminology and Nomenclature submitted the tentative draft of three of the six sections of their proposed report, dealing respectively with land uses, traffic and equipment. This material was presented in mimeographed form to the Members present and copies will be mailed to all other Members. The Committee

earnestly solicits comments and criticisms from all Members of the Institute, regarding this portion of its work. Such comments should be sent to the Chairman, Mr. T. M. Matson, Assistant Traffic Engineer City Hall, Philadelphia, Pennsylvania.

Summaries of annual reports of other standing Commttees of the Institute will be presented in subsequent issued of TRAFFIC. ENGINEERING.

TREASURER'S REPORT

The Treasurer's report for the year ending September 30th, showed assets of $448.57 and liabilities of $59.00, leaving a surplus of $389.57, which is an increase of $48.44 over the surplus reported on October 1, 1932. During the year the Institute received $489.00 from entrance fees and annual dues, $135 from the sale of the Annual Proceedings and $44.60 from subscriptions to the Traffic Digest.

DEATH OF FRITZ MALCHER

Fritz Malcher, Affiliate Member of the Institute, died in Bellevue Hospital, New York City, October 4th, after a four months illness. He was 45 years of age, a native of Baden bei Wien, Austria, and a graduate in architecture from the Technische Hochschule, Munich, in 1913.

Mr. Malcher practiced architecture and town planning in Austria until 1927. He spent two years with the Cuban Government preparing new street and traffic plans for the City of Havana. Since 1929 he has been in the United States, maintaining offices in New York City as a consultant on traffic problems, and during the past year has been associated with Kenneth Gardner, landscape architect.

Mr. Malcher has written many articles on the subject of traffic and city planning for publications in Austria, Cuba, Switzerland, England and the United States, and has contributed a number of articles to the American City Magazine. He was best known in this country for the development of the idea of "steady-flow" traffic, comprising a system of divided roadways and traffic circles which eliminate grate crossings of vehicles, without the use of grade separations.